DOCUMENT RESUME

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TITLE	FAA Film Catalog.
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PUB DATE	72
NOTE	22p.
EDRS PRICE	MF-$0.65 HC-$3.29
DESCRIPTORS	*Films; *Filmstrips; *Flight Training; Instructional Films; Meteorology; *Navigation; Professional Training; Technical Education
IDENTIFIERS	FAA; *Free Materials

ABSTRACT

Some 75 films from the U.S. Department of Transportation's Federal Aviation Administration are listed in this catalog. Topics dealt with include aerodynamics, airports, aviation history and careers, flying clubs, navigation and weather. Most of the films are 16mm sound and color productions. Filmstrips requiring a 35mm projector and phonograph or tape recorder, and audioslide packets made up of 35 mm slides and tape recordings are also included. Each catalog entry describes a film, the running time and the date the film was made. All films can be borrowed without charge, or purchased. (MG)

ED 066028

FAA Film Catalog

U.S. DEPARTMENT OF HEALTH,
EDUCATION & WELFARE
OFFICE OF EDUCATION
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DEPARTMENT OF TRA
FEDERAL AVIATION ADM
1972

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Film Catalog

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In our judgement, this document is also of interest to the clearinghouses noted to the right. Indexing should reflect their special points of view.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
1972

Welcome to FAA

Currently the U.S. airlines are carrying nearly 175 million people a year in domestic and international service. Within the coming decade, that number will nearly triple. Today there are more than 130,000 privately owned aircraft in the U.S. That number will increase by 100,000 in 10 years. This volume of aerial traffic reflects the vigor of American aviation, a vigor which is constantly gaining in tempo.

Each of the films in this catalog documents the concern of the Department of Transportation's Federal Aviation Administration in supporting aeronautical expansion and in helping to lead the way in air commerce, safety, reliability, and efficiency—whether it be air traffic control or aeromedical research, maintenance or meteorology, weather or navigation, airports or aviation careers.

In recent years, several of the motion pictures produced by the Federal Aviation Administration have received awards at major film festivals throughout the world. Among them are:

KITES TO CAPSULES—Edinburgh Film Festival, Information Film Producers of America, Council on Nontheatrical Events, U.S. Industrial Film Festival, Columbus Film Festival, Venice Golden Mercury Film Festival, International Science Fiction Film Festival (Trieste, Italy), Rockville Film Festival, 1970.

FROM THE GROUND UP—U.S. Industrial Film Festival, Columbus Film Festival, National Safety Council, Venice Golden Mercury Film Festival, Greater New York Safety Council, Council on Nontheatrical Events, 1970.

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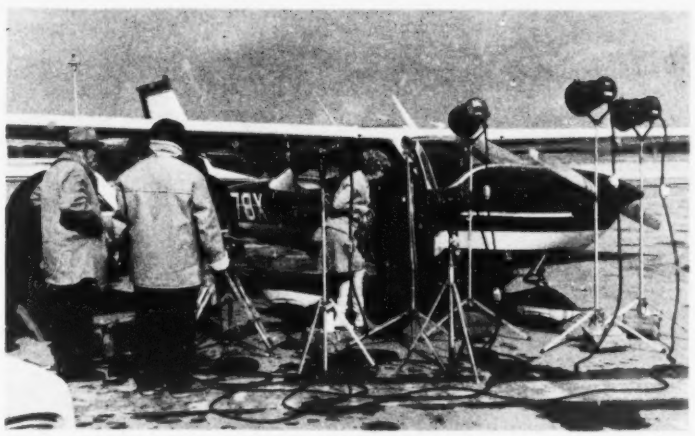

SAFETY BY THE NUMBERS—Top honor in Safety Film Competition—National Safety Council. Certificate of Excellence of Creativity in the U.S. Industrial Film Festival. Information Film Producers Association, 1969.

PLANE SENSE—Top honor in Safety Film Competition — National Safety Council. Certificate of Excellence of Creativity in the U.S. Industrial Film Festival, 1969.

TRANSPORT CRASH SAFETY TEST PART I—University of Buenos Aires, International Scientific Film Festival Second Prize, 1965. Orbit Award, Australia and New Zealand Association for the Advancement of Science, International Scientific Film Festival, 1967.

CHARLIE—Chris Award Columbus Film Festival, 1967.

STABLE AND SAFE—Award of Merit, National Committee on Films for Safety, National Safety Council. Certificate of Excellence of Creativity in the U.S. Industrial Film Festival, 1969.

THE RIGHT TIME TO FLY—Award of Merit, National Committee on Films for Safety, 1968.

DENSITY ALTITUDE—National Safety Council, First Prize, 1967. Special Award for Excellence, National Outdoor Travel Film Festival, 1969.

AREA NAVIGATION—Columbus Film Festival, 1971.

BROTHER—San Francisco International Film Festival, 1971.

MEDICAL FACTS FOR PILOTS—Information Film Producers of America, 1970. Columbus Film Festival 1971. Council on International Nontheatrical Events, 1971.

TRANSPORT CRASH SAFETY TEST PART II—University of Buenos Aires, International Scientific Film Festival, Honorable Mention, 1967. Orbit Award —Australia and New Zealand Association for the Advancement of Science, International Scientific Film Festival, 1967.

A NEW LOOK AT FOG—Insight '67, Special Citation for selection to be shown at scientific exhibition of films at EXPO '67.

We cordially invite your organization to include FAA's Motion Pictures, Filmstrips, and Audioslide Packets in your information, instructional, and professional programs. On the following pages you will find descriptions of the films we can make available to you. We hope the service offered by FAA's Motion Picture Program will be helpful to you and that you will make frequent use of it.

General Information

MOTION PICTURE FILMS, FILMSTRIPS, AND AUDIOSLIDE PACKETS

All motion picture films listed in this catalog are 16mm, sound, color productions unless otherwise noted. Filmstrips require a 35mm filmstrip projector and a 33⅓ rpm monaural phonograph or tape recorder. Audioslide packets consist of a series of 35mm color slides mounted in standard 2" x 2" frames, a printed narration, and a narration recorded on ¼" magnetic tape. The magnetic tape has the narration on channel one for manually operated equipment and a special signal on channel two for automatic slide changing with special projection equipment.

HOW TO MAKE REQUESTS

For your first time order, write to:
Film Library, AC-44.5
Federal Aviation Administration
P.O. Box 25082
Oklahoma City, Oklahoma 73125
After that, please use the order blanks you will be furnished. All loans will be made for a maximum period of one week, unless permission is otherwise obtained.

TO SHIP YOUR FILM WE MUST KNOW:

1. Title and FAA film number.
2. The complete address where film is to be shipped.
3. First choice of show date.
4. Alternate choice of show date and film title in the event your first choice is not available.

WHEN TO SUBMIT REQUESTS

Remember, the best assurance of having FAA films when you want them is to send your request as far in advance as possible. Requests should be mailed in time to reach the Film Library at least two weeks prior to desired showing dates.

NO CHARGE FOR LOANS

There is no charge for the loan of FAA films. No admission charges are to be made to any audience viewing these films.

PLEASE RETURN FILMS PROMPTLY

Imediately after your show, please return the films, using the return shipping label packed with the print. Because films are scheduled well in advance, delays in their return will disappoint the next audience. Before holding any film over for another showing, please wire the Film Library for permission. We will try to rearrange our schedule to accommodate you.

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...general information

TELEVISION RELEASE

All FAA films in this catalog are cleared for use on television. However, footage from FAA films may not be used out of its original context without prior written permission from the Chief, Special Projects Division, Office of Public Affairs, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20591.

PURCHASE OF PRINTS

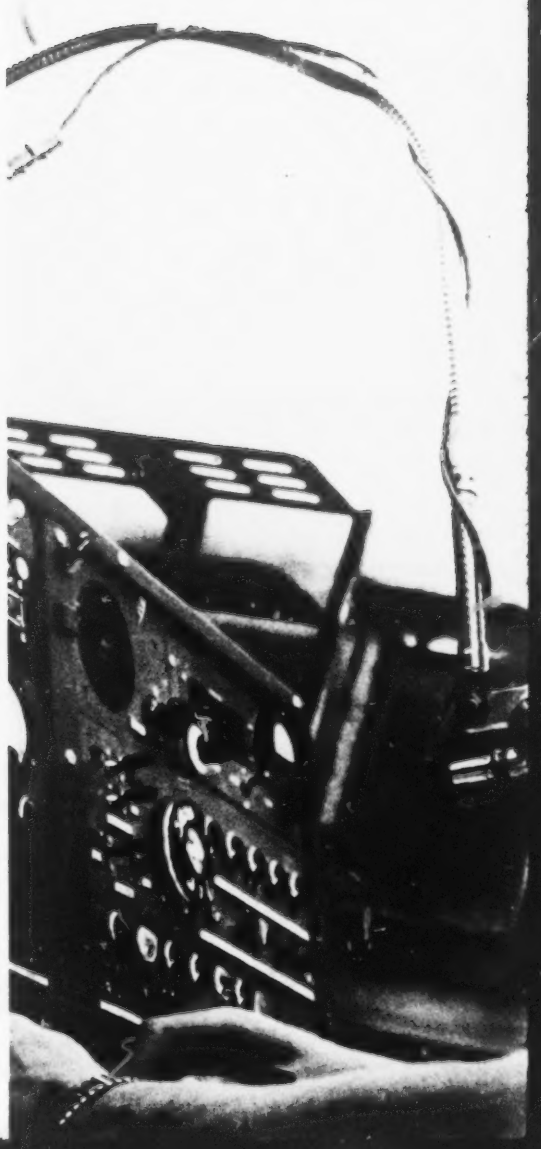
The motion picture films listed in this catalog are available for purchase. Prices given are subject to change. Please write to National Audiovisual Center, National Archives and Records Service, Washington, D.C. 20409 or you may phone (301) 440-7753. FAA Filmstrips and Audioslide Packets are not available for purchase from the National Audiovisual Center.

GETTING READY FOR THE SHOW

- All FAA motion pictures are 16mm sound. They should not be shown on a double sprocket projector. Attempting to do so will ruin the film.
- Our filmstrip programs require the use of a 35mm filmstrip projector and 33⅓ rpm monaural phonograph.
- Only experienced and responsible operators should be allowed to handle projection equipment. Projection equipment and services of an operator are not supplied by FAA.
- Project films as received. Do not remove head leaders and tail trailers, splice separate films together, or make additions or subtractions in the body of the film. Splicing should not be necessary, but if a break occurs, the splice should be made in an expert manner and only with suitable film cement on equipment designed for splicing the particular type of film.
- Audiences are accustomed to motion picture theater standards of showmanship. So that you can approach this goal, we offer the following suggestions:

1. Plan enough time to set up equipment and preview the film before your audience arrives.
2. Mount your projector on a sturdy base as far removed from your audience as possible—so that no mechanical noise will interfere.
3. Place your screen high enough to give everyone maximum visibility and be certain both your screen and projected image are large enough.
4. Arrange seating so that no one obstructs the projection beam.
5. Place your speaker as near the screen as possible—at about the head height of your seated audience.
6. Arrange all speaker and power cables along the sides of the room or overhead, out of the way of your audience.
7. Clean the projector gate, aperture plate and lenses thoroughly. Dirt will show on the screen. Test your sound system.
8. Thread the film through your projector as outlined in its instruction manual or according to the diagram inside its case.
9. Have a spare projection and sound exciter lamp on hand.
10. Start your projector and make certain you have the largest possible image, sharp focus and your sound is functioning properly at the desired volume.

...general information



11. Rewind or reverse the film to your starting point so it is properly rethreaded and positioned for your show.
12. Be sure the room is properly ventilated and comfortable for your audience.
13. Assign someone to turn the lights off and on and be certain the room can be adequately darkened.
14. Be ready with your introductory comments to the film showing.

It is our pleasure to make this catalog and these films available to you. We hope you find them useful, informative, and enjoyable. We thank you for this opportunity to serve you and look forward to serving you again.

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*Weather Surveillance Radar			
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*Audioslide or Filmstrip Packet

Description of Films

AERONAUTICAL ODDITIES
Presents some of the lighter sides of aviation, ranging from the strange contraptions which never got off the ground to the major milestones in the evolution of powered flight. Especially recommended for students of aviation history.
20 minutes, B&W, 1961, WF-00-36
Not for sale

AIRPORTS IN PERSPECTIVE
With increasing competition for land, coupled with the significant rise in aviation activities, American communities have an urgent responsibility to plan today for tomorrow's airport needs. This film documents how some cities have applied workable solutions to problems associated with aviation's dynamic growth, with special emphasis focused on the coordination between airport development and comprehensive urban transportation planning programs.
15 minutes, 1969, FA-706 $51.75

ALL IT TAKES IS ONCE
Even the best of pilots can be distracted in flight by preoccupation with personal problems, ranging from nagging wives to pressing business matters. Mental distraction is a serious flight hazard. How five psychological problems frequently encountered by general aviation pilots affect their performance is dramatically presented here.
25 minutes, 1969, FA-801 $84.75

AREA NAVIGATION
Although this film was originally produced for FAA's own air traffic and airway planning personnel, general aviation pilots might find it useful in better understanding the area navigation concept and particularly its advantages in helping expedite air traffic control.
25 minutes, 1970, FA-02-70 $97.75

AT THE OTHER END OF THE MIKE
An FAA controller takes a flight familiarization ride in a civil air carrier jet to see what things look like from the pilot's point of view.
10 minutes, 1961, FA-133 $34.00

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BASIC RADIO PROCEDURES FOR PILOTS

Punctuated by humor and common sense, this film is designed to familiarize private pilots, and particularly novices, with proper radio procedures while communicating with FAA flight service stations and airport traffic control towers.
30 minutes, 1970, FA-902 $87.25

BLANKET FOR SURVIVAL

One of FAA's major research activities is to develop new ways that major aircraft fires can be combatted and contained. This film demonstrates successful techniques already developed for combatting fires, cooling the fuselage, and blanketing the fire area with nonflammable foam. Highly recommended for local fire-fighting groups with airports in their areas.
20 minutes, 1965, FA-607 $80.25

...description of films

BROTHER

As part of FAA's efforts to encourage members of minority groups to seek professional careers in agency technical areas, this film features two black men who have made it in the aviation industry: a pilot and an FAA executive. Through their eyes, the film stresses FAA's genuine need to recruit bright young men and women into critical jobs, particularly air traffic control and electronics maintenance. Written by a black writer who himself has achieved outstanding success in aviation, the film offers an honest portrayal of some of the problems minorities have encountered in trying to get jobs, and how FAA is paving the way for more enlightened EEO hiring. Particularly recommended for television, high schools, vocational schools, colleges, and military separation centers.
13½ minutes, 1970, FA-01-71 $64.25

CAN WE HAVE A LITTLE QUIET, PLEASE?

Although the total contribution of jet engines to the air pollution problem is less than one per cent, FAA and the aviation industry consider one per cent too much. This documentary illustrates how government and industry are cooperating to reduce aircraft smoke emissions and noise, particularly around airports, and describes technical improvements that have been made to jet engines and sound abatement procedures. The film particularly emphasizes that more enlightened land use planning in airport neighborhoods can make aviation compatible, and not competitive, with other community interests.
14½ minutes, 1971, FA-02-71 $66.00

CAUTION: WAKE

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14½ minutes, 1971, FA-02-71 $66.00

CAUTION: WAKE TURBULENCE

This film is designed to familiarize the general aviation community with the latest information on the phenomenon of wake turbulence, particularly with respect to the hazards it presents to small span general aviation aircraft operating in a mixed traffic environment. The film uses animation and live footage to document recent in-flight testing that has produced significant technical data regarding the trailing vortices generated by heavy jet aircraft. Primarily aimed at the VFR pilot, the film includes actual vortex encounters shot during flight tests and describes the characteristics and locations of vortices. This film replaces the former FAA motion picture titled "Wake Turbulence."
16 minutes, 1970, FA-10-70 $58.50

...description of films

CHARLIE

Dr. Charles Preston is a physician and should be the first to know that flying and drinking don't mix. Like a lot of us, he enjoys a drink, but doesn't adhere to the sensible "eight hours from bottle-to-throttle" rule. Charlie's judgment—and his life—are changed by alcohol, even a little of it.
22 minutes, 1967, FA-618 $80.25

CHEMICAL SAFETY IN AERIAL APPLICATION

Aerial agriculture is fast-becoming one of general aviation's most important segments. Aerial application enhances modern farming methods by providing rapid high quality dispersion, but those who handle the toxic chemicals used in aerial application should follow the special safety precautions described in this film.
13 minutes, 1966, FA-616 $45.25

CONTROLLER-COMPUTER PARTNERSHIP, THE

One of the first orders of business at FAA is to apply American computer technology to the heart of the aviation system, permitting controllers to spend their time making vital flight decisions, with computers performing the routine clerical chores. In laymen's terms, this film explains the emergence of a semi-automated air traffic control environment.
7½ minutes, 1969, FA-906 $26.00

DENSITY ALTITUDE

This film follows a young married couple on a vacation flight from New Orleans to Lake Tahoe. In crossing the Rockies and the High Sierras, they learn the hard way about the effects of high altitude and temperature on light aircraft performance. The film illustrates proper operation of airplanes under density altitude conditions.
29 minutes, 1966, FA-603A $106.00

DULLES INTERNATIONAL AIRPORT—PORT OF THE FUTURE

The late famed architect, Eero Saarinen, said that Washington's Dulles International Airport-owned and operated by FAA—was his finest work. Not only architects, but air passengers, owe a debt of gratitude to Saarinen for having built the first airport in the world designed for the jet and supersonic age. A lively musical score accentuates Dulles' modernity, which is portrayed in every facet in this especially beautiful film.
15 minutes, 1965, FAC-121 Not for sale

EAGLE EYED PILOT

The eagle is acclaimed for its keen eyesight and superior flying ability. This film, beautifully photographed in Alaska, stresses that a pilot's "eagle" vision and flight safety go hand-in-hand. It acquaints the general aviation pilot with the physiology of pilot vision, particularly highlighting the limitations of the eye in flight and factors that can affect and impair sight and safety while airborne.
14½ minutes, 1971, FA-05-70

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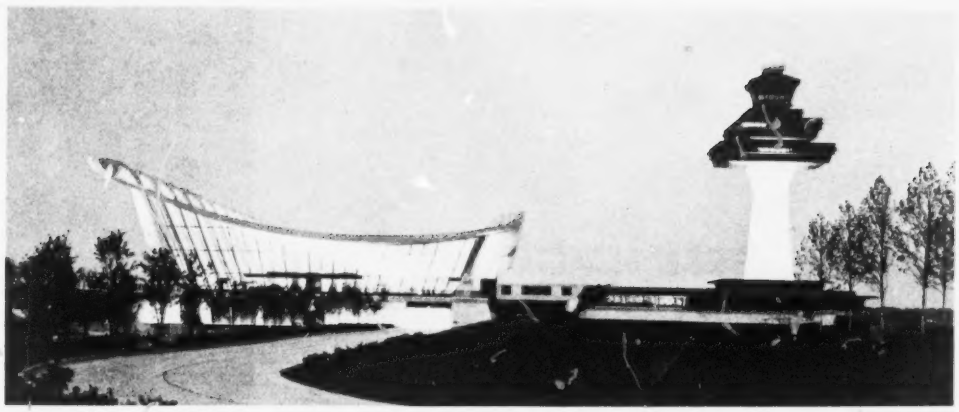

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14½ minutes, 1971, FA-05-70

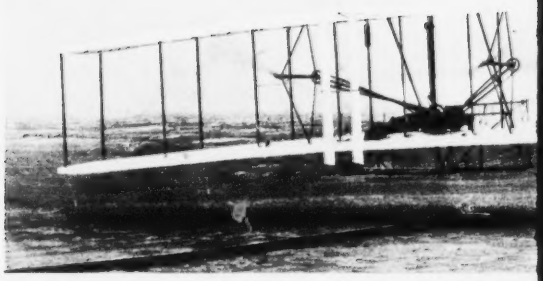
FLIGHT SERVICE STATION, THE

It had started off as a festive college weekend for Bonnie, especially with her family arriving in their private plane for Homecoming. Bonnie's Dad never did think that filing a flight plan or receiving pre-flight briefings were necessary for him personally. In fact, Bonnie's father—a pilot with a good safety record—really wasn't aware of the scores of services that he could have had, just for the asking. Do you know about them? This film is a must for pilots not totally conversant with what FAA Flight Service Stations do to make flight safer, and a lot easier.
28 minutes, 1969, FA-901 $101.00

FLYING CLUBS

There can be advantages in belonging to a flying club. This film emphasizes safety factors to be considered in organizing flying clubs, enlisting new members, purchasing and leasing equipment, establishing good relations with a fixed base operator and other important matters affecting safe, efficient, and economical operations.
20 minutes, 1969, FA-705 $68.25

...description of films



FROM THE GROUND UP

The role of the FAA Airway Facilities technician is told in six colorful episodes in such unusual locations as Lake Pontchartrain, Squaw Valley, Maine, and Puerto Rico. The story of the contributions made by these important men is highlighted by a behind-the-scenes look at how they maintain the electronic and lighting aids that guide pilots safely to their destinations.

27 minutes, 1969, FA-903 $91.25

HISTORY OF FLIGHT—WRIGHT BROTHERS, PART I

Narrator Paul Garber, Historian Emeritus of the National Air and Space Museum, Smithsonian Institution, tells of the history of the Wright family and how they became involved with the problems of flight. Photographs made by the Wright Brothers help describe the events at Kitty Hawk. The film depicts their trial and error approaches that seemed to keep man from learning to fly. The "History of Flight" series was produced by the U.S. Navy in cooperation with the U.S. Archives, Smithsonian Institution and FAA. A teacher's guide is furnished with each "History of Flight" segment.

28 minutes, black and white, 1971, FAN-105
Not for sale

HISTORY OF FLIGHT—WRIGHT BROTHERS, PART II

Mr. Garber describes the first powered flight carrying a man in a heavier-than-air machine. He describes further experiments, increasing flight time and distance. Other exploits by contemporaries of Orville and Wilbur in foreign countries are cited. In this film, flights have increased to over an hour in length; the first military officer to pilot an aircraft is the first fatality recorded as a sacrifice to aviation development.

28 minutes, black and white, 1971, FAN-106
Not for sale

HISTORY OF FLIGHT—WRIGHT BROTHERS, PART III

Wilbur Wright is in France and Italy demonstrating the Wright airplane. The beginning of flight training and of the aircraft manufacturing industry is highlighted as the Wrights fulfill their contract with the U.S. Army. Radio is used for the first time in conjunction with airplane operation. The event at Kitty Hawk is beginning to have its effect on the early twentieth century world.

28 minutes, black and white, 1971, FAN-107
Not for sale

HISTORY OF FLIGHT—WR PART IV

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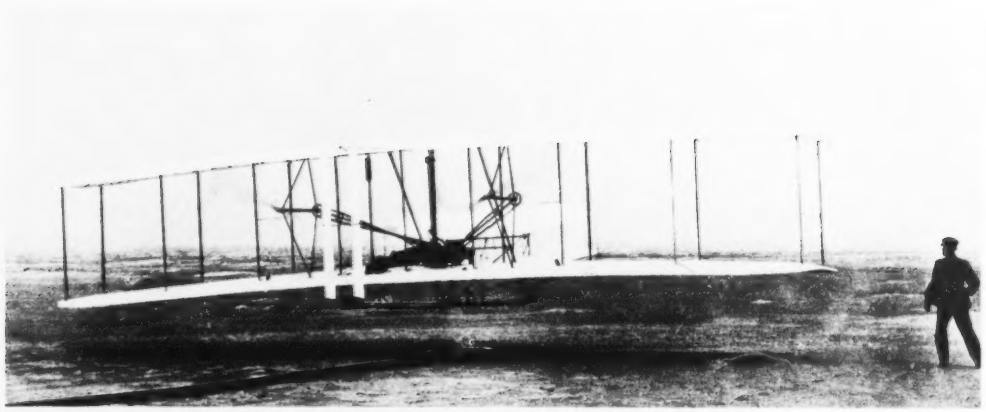

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28 minutes, black and white, 1971, FAN-107
Not for sale

HISTORY OF FLIGHT—WRIGHT BROTHERS, PART IV

Paul Garber relates his association with the Wright Brothers around 1910. The film tells of the Gordon Bermett Trophy Race for speed, as well as other famous air meets. The beginning of air express and the first air mail service are shown. The film also shows the War Department's interests and the U.S. Navy's involvement with the airplane.
28 minutes, black and white, 1971, FAN-108
Not for sale

HISTORY OF FLIGHT—WRIGHT BROTHERS, PART V

In the final segment of the Wright Brothers series of the "History of Flight," Mr. Garber speaks of the death of Wilbur Wright and the ensuing activities of Orville. The film traces the development of the aircraft industry with the merger of the Wright Company and the Martin Aircraft Corporation. Orville's death in 1948 is reported, along with various honors and memorials to the Wright Brothers that are evidence today of their contributions to man and flight.
28 minutes, black and white, 1971, FAN-109
Not for sale

...description of films

HOW AIRPLANES FLY

What makes an airplane get off the ground and stay aloft? An easy-to-understand film which combines animation and live sequences to explain basic aerodynamics for general aviation pilots and high school science students alike. Forces of lift, weight, thrust, and drag are shown in relation to flight.
18 minutes, 1969, FA-703 $61.75

HOW TO SUCCEED WITHOUT REALLY FLYING

Young FAA air traffic controllers, men and women, tell it like it is in this unusual behind-the-scenes look at one of aviation's most challenging careers. Actual controllers star in this film that describes what air traffic control offers as a profession, and how it provides rapid career advancement, professional status, high pay, and a rewarding sense of personal achievement. Especially recommended for television, high schools, colleges, and military separation centers.
28 minutes, 1970, FA-06-70 $115.50

INSPECTORS, THE

Featuring Lt. General "Jimmy" Doolittle (Ret.), the film shows FAA's special breed of inspectors aboard their "flying laboratories" as they check and double-check all navigational aids defining the airways. In their around-the-world, around-the-clock inspection of facilities, the inspectors fly seventeen million miles each year to make the airways safe for all who fly.
25 minutes, 1969, FA-701 $84.75

INTERNATIONAL SKIES

International cooperation is the key to FAA projects around the world as is evidenced by the hundreds of aviation technicians who come from various nations each year to learn from FAA and to exchange ideas. Training of foreign nationals both in the U.S. and in their own countries through FAA's technical assistance is highlighted in this film.
5 minutes, 1969, FA-904 $18.00

INTRODUCTION TO NAS (NATIONAL AIRSPACE SYSTEM) ENROUTE STAGE A

For technical audiences, this film explains in depth FAA's semi-automatic system for expediting en route air traffic control. Advanced radar systems, "alpha numerics" and the controller's computerized working environment are featured.
30 minutes, 1969, FA-710 $101.00

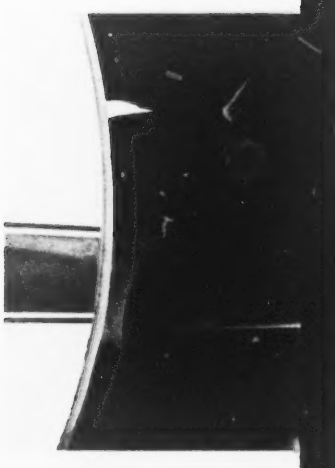
IT PAYS TO STAY OPEN

Danny Kaye describes how business leaders of two Massachusetts communities—working with the State Aeronautics Commission and FAA—equipped their airports with low-cost runway and approach lights and the result: . . . round-the-clock operations and a tangible economic boost to the community.
23 minutes, 1966, FA-609 $83.50

KITES TO CAPSULES

A fast moving, humorous film that contrasts early flying attempts with modern, successful commercial and general aviation. The movie will delight any audience.
5 minutes, 1969, FA-905 $18.00

...description of films



MAN'S REACH SHOULD EXCEED HIS GRASP, A

Produced by NASA, this is the story of flight and of man's reach for a new freedom through aviation and the exploration of space. From the Wright Brothers at Kitty Hawk to the landing on the moon and future missions to the planets, the film depicts the fulfillment of man's dream of flight. Through multi-images the creative role of research is emphasized.
23 minutes, 1971, FAC-134 $99.75

MEDICAL FACTS FOR PILOTS

Directed particularly to beginning pilots, this film provides a look at some of the fundamental physical, physiological, and psychological limitations in flight. It alerts pilots to such aeromedical factors as disorientation, the effect of alcohol, oxygen requirements, and pilot vision.
25 minutes, 1970, FA-01-70 $74.75

METEOROLOGY—Ice Formation on Aircraft

Shows how structural ice interferes with normal flight procedures, and how its hazard can be reduced. Discusses carburetor and pilot tube icing and turbo-jet engine icing problems.
20 minutes, 1960, B&W, FAN-100 $37.00

METEOROLOGY—Fog and Low Ceiling Clouds-Advection Fog and Ground Fog

Detailed discussion of the characteristics and conditions conductive to fog, with brief explanation of the theory of fog formation.
25 minutes, 1962, FAN-101 $78.25

METEOROLOGY—Fog and Low Ceiling Clouds—Upslope Fog and Frontal Fog

Illustrates how upslope fog, frontal fog, and low stratus clouds are generated. Warm front fog and cold front fog are compared, their formation analyzed, and their effect on flying discussed.
10 minutes, 1962, FAN-102 $31.00

METEOROLOGY—The Cold Front

Explains the formation, characteristics, and dangers of a cold front; demonstrates how to avoid the hazards of the cold front by either high or low level flight.
15 minutes, 1962, FAN-103 $48.50

METEOROLOGY—The Warm Front

Explains the meeting boundaries of warm and cold air, dangerous stratified layers of clouds formed, how to plan a course around them, types of visibility, precipitation and ceiling conditions, their location, cirrus, cirrostratus and altostratus clouds.
20 minutes, 1962, FAN-104 $58.50

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20 minutes, 1962, FAN-104 $58.50

NEW LOOK AT FOG, A

For the pilot, fog presents a serious hazard. And yet to study its effects under natural conditions is extremely difficult. The FAA in cooperation with the University of California developed a fog chamber where fog can be created and controlled artificially and safely. The chamber is used primarily to evaluate different lighting patterns for airport approach, runway, touchdown, and centerline locations.
13 minutes, 1967, FA-608 $52.50

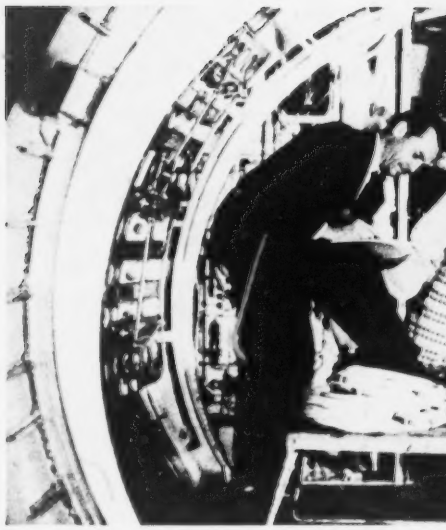
ONE EYE ON THE INSTRUMENTS

The hazards of flying in IFR weather without instrument flying knowledge is vividly illustrated in a dramatic comparison between an old pro who flies by the seat of his pants and a younger pilot who has taken advantage of instrument training.
16 minutes, 1962, FA-209 $87.00

OTHER PASSENGER, THE

FAA flight inspectors ride in the cockpit during commercial jet flights to oversee the safe and efficient procedures of flight crews. This particular flight from Dulles International Airport in Washington to Mexico City is especially graphic.
30 minutes, 1965, FA-601 $101.50

...description of films



PATH TO SAFETY

More accidents are caused by human error than by any other factor. Cliff Robertson stars in this film as a flight instructor briefing a class of student pilots on dramatic incidents occurring as a result of misjudgment.
20 minutes, 1967, FA-612 $68.25

PLACE TO LAND, A

Operation Metro Air Support in the New York City Metropolitan Area, sponsored by FAA and state and municipal agencies, demonstrates the ability of vertical and short take-off and landing (V/STOL) aircraft and helicopters to provide air access and logistic support in a time of emergency. Aircraft take-offs and landings are shown on streets, docks and in parks, demonstrating the unique characteristics of helicopters and STOL aircraft.
20 minutes, 1968, FA-709 $72.50

PLANE IS BORN, A

FAA's concern with aircraft safety begins on the drawing boards, where FAA aeronautical engineers work with the aircraft designers in charting the blueprints. It continues as FAA engineers work side by side with the manufacturers inside the plant to make sure that every single aircraft component is reliable. FAA flight inspectors put new aircraft through rigorous tests, both on the ground and in the air, before they are deemed airworthy. This film records FAA's meticulous attention to detail during all aircraft production stages.
27 minutes, 1968, FA-602 $98.00

PLANE SENSE

The buyer beware, warns this film—especially first-time purchasers of used aircraft. The movie offers safety hints to the prospective pilot and airplane owner, outlines his responsibilities in maintaining the aircraft, and shows him how to keep abreast of pertinent FAA regulations concerning the operation and maintenance of his plane.
20 minutes, 1968, FA-807 $101.50

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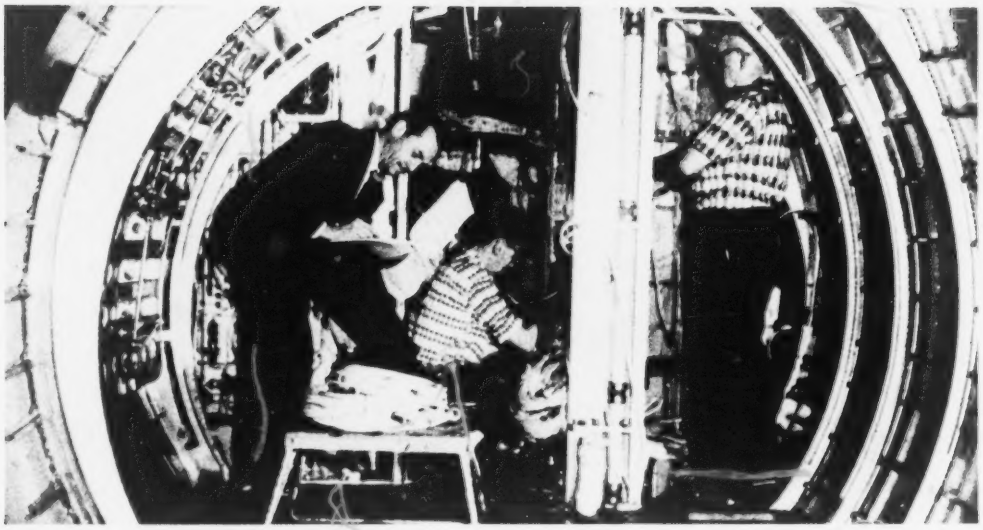

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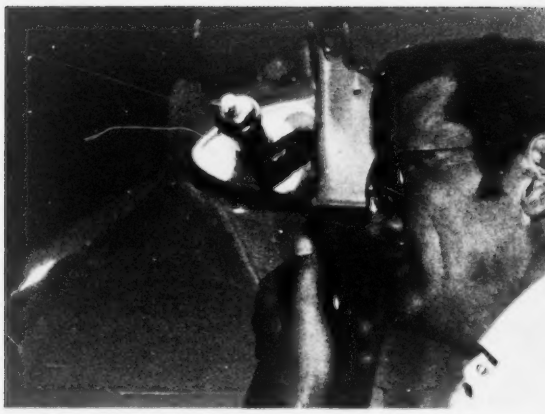
20 minutes, 1968, FA-807 $101.50

PROJECT SLUSH

This film reports the results of tests conducted at FAA's research and development center in Atlantic City (National Aviation Facilities Experimental Center or NAFEC) to determine the effects of runway slush on jet aircraft.
21 minutes, 1963, FA-217 $75.50

...description of films



RESTRAINT FOR SURVIVAL

Starting with dramatic highlights from the Indianapolis 500, this film demonstrates the life-saving potential of shoulder harnesses and seat belts. Documents FAA aeromedical research which simulates aircraft accidents using electronically outfitted "dummies." Suitable for showing at flight safety seminars and motor vehicle safety meetings.
8 minutes, 1967, FA-805 $27.75

Rx FOR FLIGHT

Alcohol, drugs, hypoxia, disorientation, smoking, and safety equipment all lend themselves to a discussion of the basic aeromedical problems that confront general aviation pilots. This film is recommended for private pilot training classes and flight safety seminars.
20 minutes, 1968, FA-606 $66.00

SAFETY BY THE NUMBERS

In this film a seagoing lumber barge becomes lost and a twin-engine aircraft is used for the search and rescue operation. A pilot's switch from familiar single-engine operations to twin-engine aircraft is illustrated along with proper in-flight procedures to follow in the event of engine failure. The film is especially scenic and the dramatic search is attention-holding in itself.
31 minutes, 1969, FA-802 $104.25

STABLE AND SAFE

Most pilots have heard the ominous term, "graveyard spiral," but aren't exactly sure what causes it. This film, aimed particularly at pilots who are not instrument-rated, reveals what frequently happens when pilots inadvertently fly into marginal or IFR weather and lose their visual reference, becoming dangerously disoriented. The film describes the different types of stability augmentation systems available for use in general aviation aircraft to assist pilots in maintaining control.
20 minutes, 1959, FA-704 $68.25

THIS IS VORTAC

Primarily for pilots, this is
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15 minutes, 1959, B&W, F

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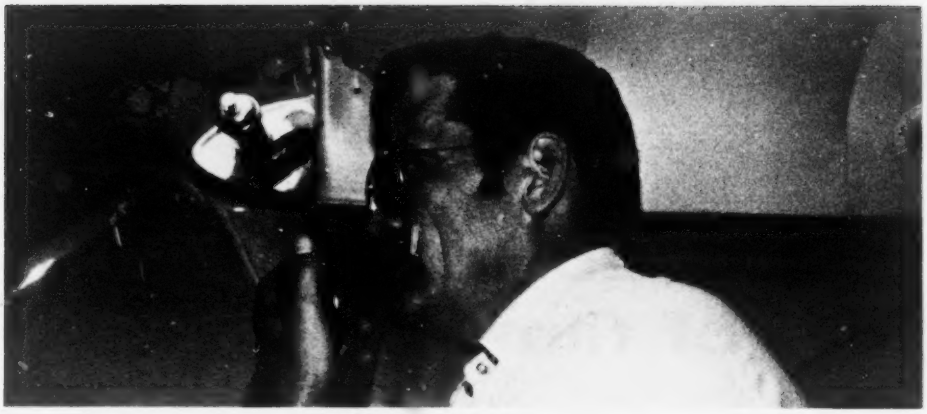

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20 minutes, 1959, FA-704 $68.25

THIS IS VORTAC
Primarily for pilots, this is a brief explanation of the combination VOR and TACAN navigational systems.
15 minutes, 1959, B&W, FA-104 $27.00

...description of films

TODAY FOR TOMORROW

Keeping aviation's mushrooming growth on safety's centerline is FAA's most important job. At FAA's research and development center in Atlantic City, N.J., (called the National Aviation Facilities Experimental Center or NAFEC) there are between 150 and 200 projects going on at one time, exploring every facet of civil flight: air traffic control, new aircraft, airport runways and lighting systems, wake turbulence, structural stress, and all-weather landing capability, to name only a few. This film summarizes FAA's major research and development projects and the outstanding personnel and unique testing and simulation facilities that enable NAFEC to create or re-create any kind of flight situation, all in the name of safety.
14½ minutes, 1969, FA-907 $50.00

TO SAVE A LIFE

This film, produced by the Aircraft Owners and Pilots Association, depicts emergency life-saving techniques for VFR pilots who accidentally stray into IFR weather.
13 minutes, 1961, FA-129 $45.25

TRANSPORT CRASH SAFETY TESTS—PART I

Aviation "accidents" don't always take place by accident. FAA's research and development efforts have included the deliberate crashing of aircraft to ascertain a myriad of conclusions about stress and impact. These two films are directed to engineering-technical personnel, explaining the purpose and procedures used in the Phoenix crash safety tests in 1964. Part I analyzes fuselage and wing break-up, fuel spray patterns and seat and cargo restraint during a typical crash landing or take-off accident.
15 minutes, 1964, FA-515 $51.75

TRANSPORT CRASH SAFETY TESTS—PART II

Part II provides crash and impact load data and information related to a full scale crash of a large transport aircraft under conditions normally considered to be survivable.
26 minutes, 1966, FA-615 $88.00

TRAVELER MEETS CONTROL, A

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28½ minutes, 196

**USING THE AIRSP
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26 minutes, 1966, FA-615 $88.00

TRAVELER MEETS AIR TRAFFIC CONTROL, A

Following two travelers on a jet trip, this film gives an excellent layman's explanation of the FAA's air traffic control system. Since the film was introduced, air traffic control has been undergoing a variety of semi-automated improvements described in CONTROLLER-COMPUTER PARTNERSHIP, FA-906 and INTRODUCTION TO NAS EN ROUTE STAGE A, FA-710.

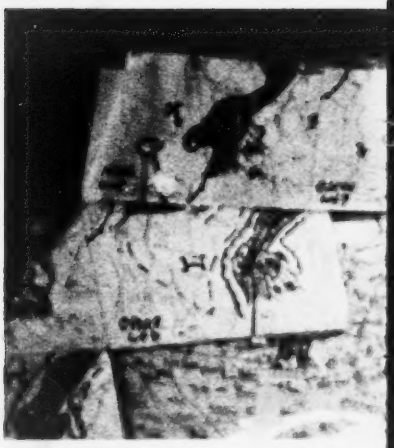
28½ minutes, 1963, FA-102 $118.25

USING THE AIRSPACE: NAVIGATION AND COMMUNICATIONS

Produced by the Aircraft Owners and Pilots Association, this film describes enroute and terminal navigation aids and associated air traffic control procedures in a series of how-to-do-it sequences for private pilots. It also emphasizes the advantages of using FAA's various air traffic control services.

20 minutes, 1966, FAC-122 Not for sale

...description of films



WEATHER TO FLY

Flying your own plane across the country can be fun—especially if you're going to the Rose Bowl. Two brothers, ski enthusiasts, head for Pasadena from Michigan, stopping at ski resorts along the way. Encountering different types of weather phenomena—such as changing cloud formations, unusual winds, and icing conditions—with which they are unfamiliar, these two VFR pilots become acquainted with the many FAA services available to help them reach their destination safely. Although the fliers see how weather conditions can change quickly, the audience of the film gets an even better view, through the unique animation that graphically portrays factors influencing a pilot's decision about weather to fly.
27 minutes, 1971, FA-04-71 $113.50

WE SAW IT HAPPEN: PARTS I and II

The Department of the Air Force produced this two-reel documentary summarizing aviation development from the Wright Brothers' first flights through the mid-1950s. Actual films of World War I military aircraft, the home-built aircraft of the 1920's, and history-making flights are all shown—often described by the personalities who made them.
58 minutes, B&W, 1954, SFP-355 Not for sale

WHAT'S MY TRAFFIC?

Directed to IFR pilots, this film explains the principles of enroute air traffic control and can be of help during basic enroute training. It has additional value in brief discussions of terminal and station cross-training.
25 minutes, 1962, FA-201 $107.75

WIND IS RIGHT, THE

This film centers around the construction of a flyable aircraft by high school industrial arts students. It also presents a broad view of aviation education, citing some of the progress being made at the primary and secondary school levels, and how such programs can lead to meaningful career opportunities.
28 minutes, 1971, FAC-135 $150.00
May be purchased through the Aviation Distributors and Manufacturers Association, 1900 Arch Street, Philadelphia, Pennsylvania 19103.

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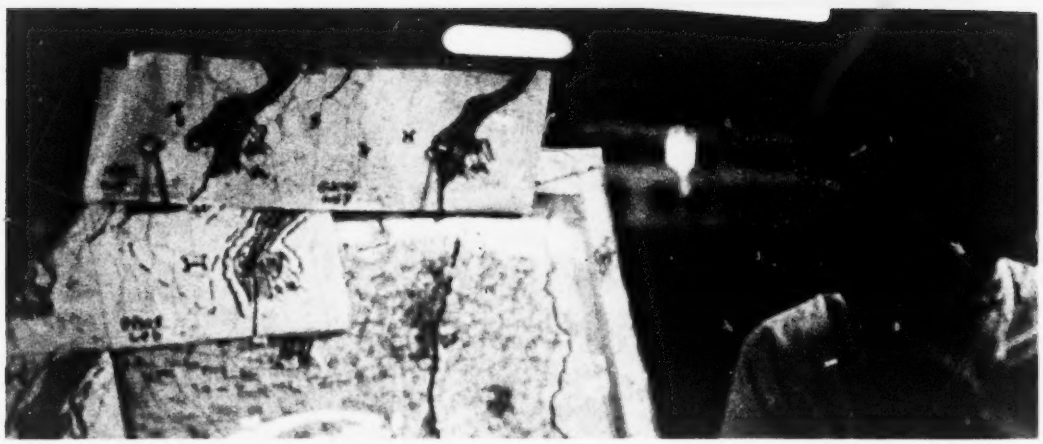

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FILMSTRIPS

AVIATION—WHERE CAREER OPPORTUNITIES ARE BRIGHT

The filmstrip, developed cooperatively by the U.S. Office of Education, the Federal Aviation Administration, the National Aerospace Education Council (NAEC) and the aviation industry, depicts the wide variety of jobs in civil aviation with emphasis on the education and training required to qualify. A 114-page counselor's guide is included in the presentation. Filmstrip package is available for sale from NAEC for $10.00.
29 minutes, 1968, FSP-1

FLIGHT TO GRANDMOTHER'S, A

The filmstrip is directed to the primary grades and depicts the adventures of a boy and girl taking a trip by air to visit their grandmother. The children ride on a helicopter to Dulles Airport, see all type airplanes, and learn how an airplane flies. A mobile lounge takes them to an airliner where they talk to the pilots and then fly to a distant city. An air taxi then takes them to a small airport near grandmother's farm. Entire filmstrip package, including 33⅓ rpm record, is available for sale from the National Aerospace Education Council for $3.50; with tape commentary $5.00.
21 minutes, 1969, FSP-2

...description of films

AUDIOSLIDE PACKETS

THE ATMOSPHERE
The physical properties of the atmosphere and many of the related physical theories are described in simplified terms. Tape narration. 58 slides.
23 minutes, 1965, AP-1

STABILITY IN THE ATMOSPHERE
Explains the adiabatic chart, upper air soundings and stability, and discusses their importance to the aviation forecaster and the pilot briefer. Tape narration. 43 slides.
19 minutes, 1965, AP-2

AIR MASSES AND FRONTS
Defines air masses and fronts, explains their origins, their structures and associated weather. Tape narration. 51 slides.
20 minutes, 1965, AP-3

FOG, STRATUS AND ICING
Describes the types of fog, the causes of fog, stratus and icing and their effects on aviation. Tape narration. 46 slides.
17 minutes, 1965, AP-4

THUNDERSTORMS AND TURBULENCE
Describes the causes and characteristics of thunderstorms and turbulence and the serious hazards to flying produced by these phenomena. Tape narration. 57 slides.
22 minutes, 1965, AP-5

WEATHER SURVEILLANCE RADAR— PART I
Gives the basic principles of weather radar. Tape narration. 71 slides.
29 minutes, 1966, AP-7

WEATHER SURVEILLANCE RADAR— PART II
Depicts the use of remote scope in weather surveillance radar. Tape narration. 76 slides.
46 minutes, 1967, AP-8

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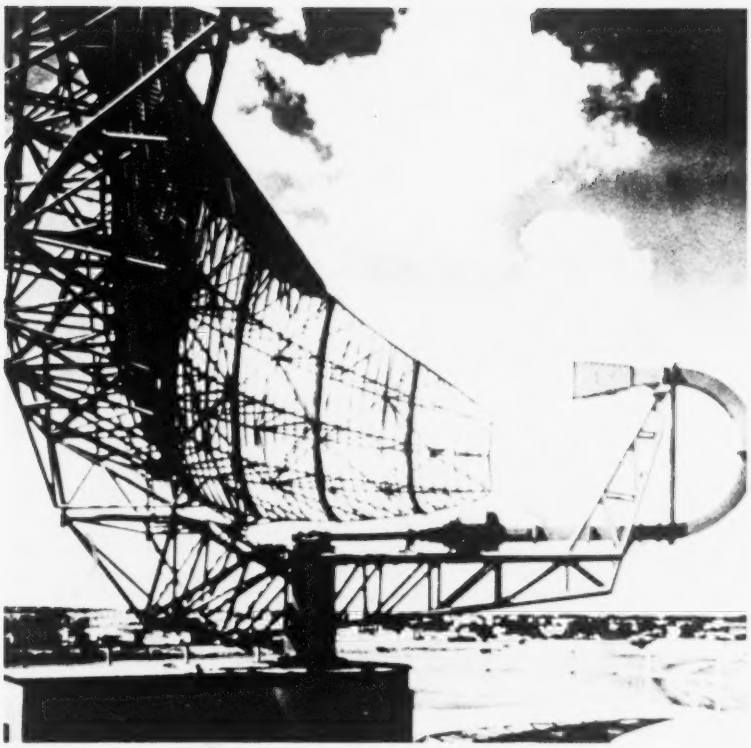

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